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Continued from Page 15

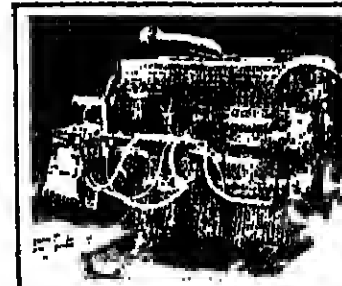
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BEAMERS UNDER ATTACK Irish Sea ban plea

Shelter for reels on 54-footer



SWEEPING CONTROLS on fishing in the Irish
Sea were called for at a meeting in Newcastle
last week. These include a ban on all vessels
over 80ft. or 500hp and a halt on beam trawling.
The method should also be stopped in the North Sea.
"This is not a question of just overfishing in the
Irish Sea, but lethal fishing," declared Mr. G. W.
Crawford, chairman of the National Federation
of Fishermen's Organisations, who was speaking
last Friday at a very well attended meeting of
the recently-formed group.

The meeting drew representatives from Northern Ireland,
Isle of Man, Whitehaven and most of the English north-east
coast ports. Also at the meeting was Mr. M. Holden from the
MAFF Laboratory at Lowestoft.

Mr. Crawford was commenting on a speech by David
Rainford, chairman of the Fleetwood Inshore Fishermen's
Association, who proposed that vessels over 80ft. and/or
500hp should be prohibited from fishing in the Irish Sea. He
also said that there should be
a ban on beam trawling — for
a trial period at least.

Mr. Rainford pointed out
that the Irish Sea is shallow
and, traditionally, had been
fished by vessels of about
70ft. Now there had been an
influx of Dutch, French and
other trawlers using beam
trawls and "stock" had
disappeared alarmingly.

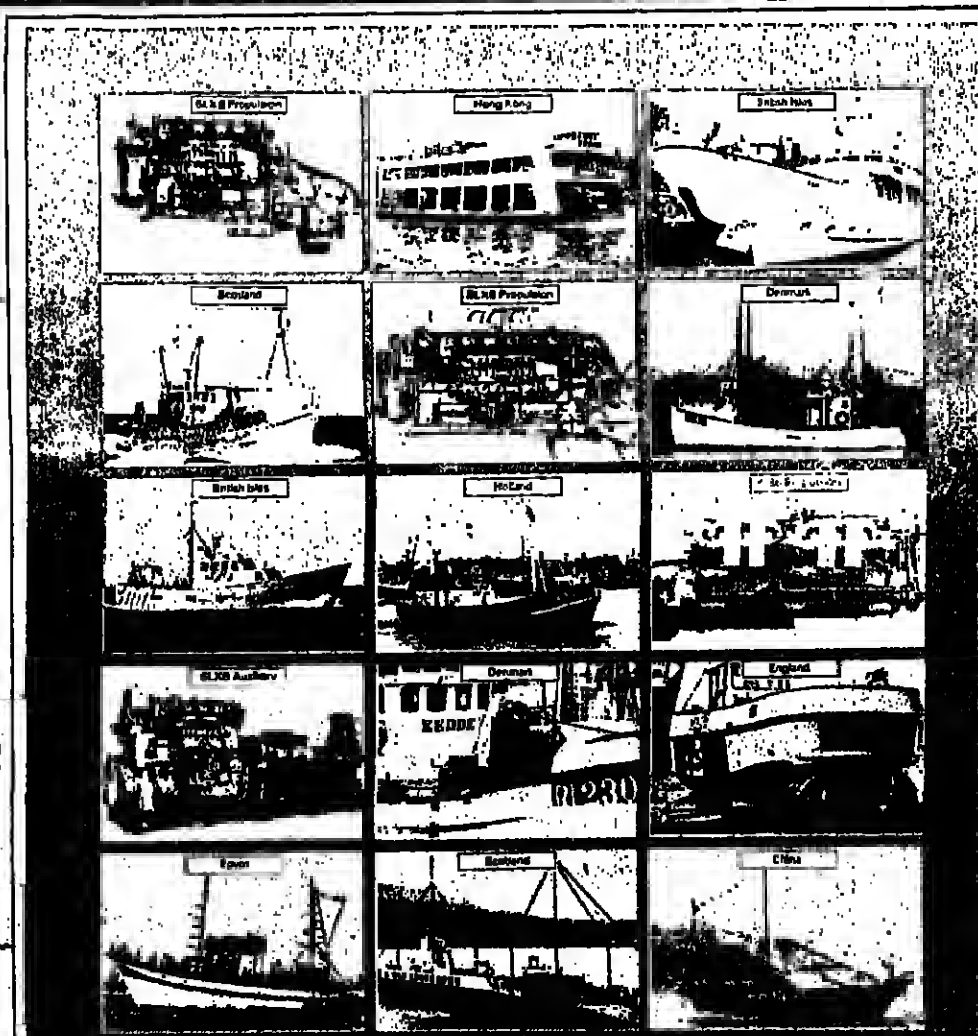
These vessels, continued
Mr. Rainford, could take in a
few days what the Fleetwood
beats took a season to get.
This is because the larger
vessels are not touched by
bad weather and can fish all
the time making it like the
Clyde area. With the smaller
vessels, bad weather has been
nature's way of limitation
and conservation. Now beam
trawls are actually digging
out areas from their spawning
grounds with disastrous
results.

Mr. Rainford said fish are
being taken in spawn and
Fleetwood boats find they are
fishing dead ground.

Vice-chairman Jim
Lesley (Whitby) said he had
seen the results of beam
trawling in masses of dead
immature fish, with the result
that the bottom tank and
fish would not breed in it. He
believed that there is much
more to the conservation of
fish stocks than a mere reduc-
tion of catches.

Looking at the problem in a
scientific light and, therefore,
not taking into account any
social or economic interference,
Continued on page 10

ORION, a small sonar-
trawler fitted with a full
length shelter, sets out from
Aberdeen on sea trials.
Skipper William Scott's
new 54-footer has been
built by the Garrard yard
and her aluminium shelter
protects the crew and even
covers her Rammo rope
reels. More details of Orion
in Fishing News soon.



Ready to go alone

IF THE rest of the EEC does not fall into line
with British needs — or demands as the EEC
will see them — then Britain will declare a un-
ilateral 50-mile exclusive zone.

John Silkin, Minister of
Agriculture, Fisheries and
Food, made this clear last
Friday after he had told the
Commons that unless the
EEC agreed to the current de-
mand for a 12-mile exclusive
zone and a dominant
preference up to 50 miles, the
government would return to
its demand for an exclusive
zone up to 50 miles.

In an interview afterwards,
Mr. Silkin defined "domi-
nant preference" as an
arrangement which would
give Britain the fish needed in
the United Kingdom.

He said that he was more
and more convinced that this
only way to get national in-
terests satisfied was by
stating them clearly and not
by interminable and easy dis-
cussions.

Asked later if he could en-
force an exclusive 50-mile
limit, Mr. Silkin replied: "I
hope that will advance, but if

'GALLIARD' ARRESTED

BRITAIN'S largest
freighter trawler *Arctic*
Galliard was arrested off
Faroe on Wednesday for
alleged illegal fishing.
The Hull-based vessel
was escorted into
Thorshaven by a Faroese
naval ship.

Arctic *Galliard* is com-
manded by one of Hull's top
skippers, Terry Thresh, who
can now be fined up to a maxi-
mum of £5,000, with con-
fiscation of catch and gear.

FEUD

From page one
desperation talking.

"Over the recent past
Grimsby has found itself in-
creasingly in difficulty with
owners selling ships out of the
port and a rapid decrease in
supplies which has, of course,
effected us too."

"Deep-water vessels at
Grimsby are few and in a
worse state than Hull's. Their
middle water fleet is very old
and overdue for replacement
and the owners are not in a
position to do so."

Turning to the fish supply
problem at Grimsby, Mr.
Ellerington said: "Their dis-
tribution system is, by their
own admission, in dire trou-
ble and is in danger of
collapse if better supplies are
not available. And if this
happens Grimsby could be
finished as a fishing port."

"It is ridiculous for them to
claim to be the U.K.'s major
fishing port. Even Peterhead
and Aberdeen have more wet
fish. Indeed, they send a
great deal to Grimsby, as they
do to Hull."

SPAIN HIT

SPANISH trawler
owners have claimed that
the EEC's 200-mile limit
will put 75 per cent of
their middle-range fleet
out of business.

The Spanish government
has been asked by its
fishermen to get a better deal
for the 500 boats affected.

Bishop at Burnham

VISITING the Ministry's
Fisheries Laboratory at
Burnham-on-Crouch,
Essex, last week, the
Minister of State for
Agriculture and
Fisheries, Edward
Bishop, spoke of the im-
portant part the Burnham
Laboratory plays in the
MAFF research effort.

The minister said: "A ma-
jor function of the Burnham
Laboratory is to advise the
minister on the need for
protective measures to avoid
pollution of the sea and also
to advise on the management
of our shellfish stocks."

"Conservation is very
much to the front of people's
minds today and scientists at
Burnham maintain an impor-
tant role in the Ministry's
conservation policy."

The minister met Peter
Wood, officer-in-charge of the
laboratory, and Dr. Eric
Edwards, head of the shell-
fish stock measurement
programme. With Arthur
Lee, director of fish-
eries research, he toured
the laboratory and saw
demonstrations of the work in
hand.

Later he visited the
Ministry's experimental
oyster grounds aboard the
laboratory's oyster
dredger *Josia*.

The laboratory was built
in 1953 mainly to investigate
the problems of the east coast
myster industry. Since then
the functions of the
laboratory have expanded,
and its work is now related to
marine environmental
protection studies and
shellfish stock management.
Shellfish species studied in-
clude lobsters, crabs,
Nephrops, shrimps, scallops,
queens and whelks.

Oyster studies include
biological observations on
breeding and also the
development of new cultiva-
tion and handling techniques.

Minister of State for
Agriculture and Fisheries,
Edward Bishop (right) tours the
Shellfish laboratory at
Burnham-on-Crouch, Essex.

Herring threat

IF THE North Sea herring
ban went on for more
than one year Shetland
fishermen would have to
consider some form of ac-
tion.

It might be possible to
survive for one year,

warned George Hunter,
manager of the Shetland
Fishermen's Association,
but it was not certain they
could last longer than that.

Shetland boats are
mainly stocked to white
fish although some of
them have switched to
sprate. Some boats are
expected to move to the
west side of Shetland
when the season opens.
If they fail to find fish there,
they will move on to the
Minch.



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George Crawford, chairman of the National Federation of Fishermen's Organisations.

Beam ban

Continued from page one

Mr. Holdan pointed out that the beam method is an efficient one. Getting evidence of damaged spawning grounds or masses of young dead fish is not easily come by. It has to be borne in mind that the beam chains and other gear have to be lifted on soft ground or the beam digs in and simply becomes an anchor.

The meeting accepted Mr. Rainford's proposals for a ban on beam trawling and a minimum net mesh of 70mm. In a planned operation for prawn fishing (neophops).

While he was in agreement with these proposals, Mr. Crawford said that they might have to take a look at the size and horsepower limitations. "What we have to do," he said, "is to be sure we get the right mix at the very start and not have it come back for reconsideration."

If the limitation and prohibition proposals come about, it could result in more and more smaller boats coming into the industry with the result that the long term objective might not be achieved, warned Mr. Holdan. Mr. Crawford thought it more than possible that there might be some form of licensing system that would limit the number of vessels.

This had not been mentioned in any argument so far put forward, said Mr. Holdan, who added that he did not agree that severe weather was a way to control catches.

Mr. Rainford: "Let me put it this way. Big vessels can finish off in a few days our entire Fleetwood season. They simply clear the lot. Stocks in the Irish Sea have really taken a bashing."

"You have only to read *Fishing News* to see the poor state of our catches. You can go on Tuesday where a beam trawl has been on Monday and find a dead area. It can happen as quickly as that."

Summing up the aims of the meeting, Mr. Crawford said they are trying to achieve a better standard of living for fishermen and some action is justified to do that. "We might," he said, "have to press for a form of licensing. Beam trawling is a lethal form of fishing."

The NFPO now boasts nearly 1,500 members. The organisation hopes to stage its September meeting at Fleetwood. See Comment page 4.

IRISH SPLIT ON 'BLACKING' OF FOREIGN FLEETS

IRISH deckhands are adopting a militant attitude towards boat owners over an alleged refusal by the Irish Fishermen's Organisation to recognise the fishermen's branch of the Irish Transport and General Workers' Union, the largest trade union in the Irish Republic.

Both groups met the Minister for Fisheries at the weekend and a dispute between the groups became obvious — and with it a possibility of the first breach in fishermen's unity over the 50-mile limit campaign.

While fishermen express universal disgust with the latest Brussels agreement allowing EEC boats into Irish waters for the rest of the year under a quota agreement, the trade union didn't give full support to an IFO threat to "black" foreign trawlers looking for servicing and other facilities in Irish ports.

Union organiser Kevin Page, emerging from the meeting with the Minister, said the decision is a typical example of the way the IFO refuses to recognise the ITGWU.

"If anyone wants to 'black' boats, they can consult us first. We will tell the IFO that we will not black anybody until they come to us first and talk about our problems," he said.

The list of problems which the ITGWU wants to talk about includes deckhands who claim they have no security, no pension schemes, no sick benefits and no minimum pay if nothing is caught.

Mr. Page said that the traditional share system, whereby the owner gets 50 per cent of the catch and the crew the other half, is rapidly changing in favour of the owners.

Another complaint is that the tradition of "showing the sheets" — allowing the crew to see the boat's financial returns — is rapidly dying.

Mr. Page said that owners are legally required to show the sheets to crews and they have urged the Minister to have this requirement enforced, especially with trawlers bought with public assistance.

In general, the union delegation which met the Minister questioned the commitment of trawler owners to fish conservation.

"An uncontrolled Irish fishing fleet is as good as fishing out the stocks as anyone else," Mr. Page said.

We see the IFO's 50-mile campaign as an effort to allow Irish trawlers only to exploit the resources in our waters. But there is no will by the IFO to have conservation measures which would apply to them and protect stocks."

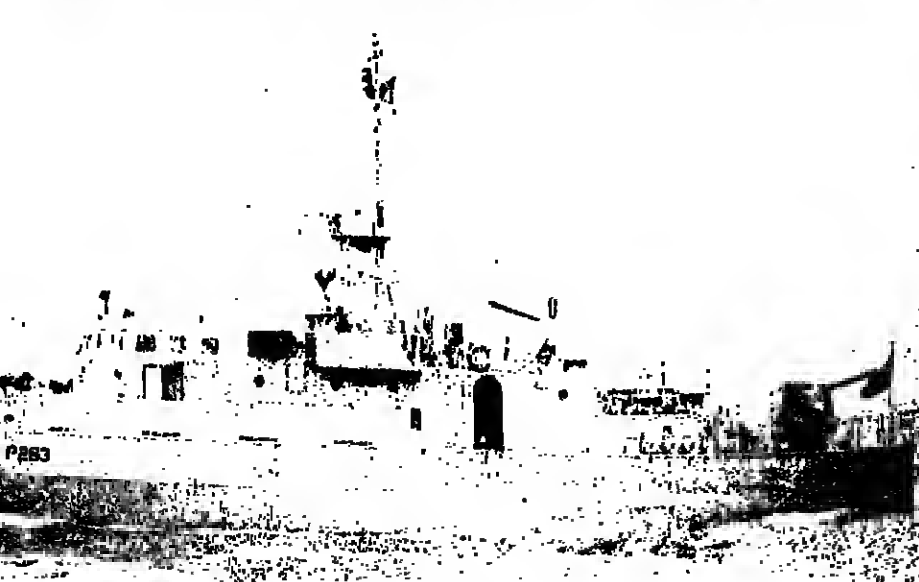
The deputations also urged the Minister to improve safety standards on board trawlers and to introduce regular inspection of gear.

'Small' fine on Spanish boat

THE SKIPPER of the Spanish trawler *Taki-Alai* was fined £100 at a special court in Gonaagsi last week for illegal fishing within the 200-mile EEC limit.

This is the first case of its kind in the Irish Republic. According to the Irish Navy, the 110 ft. trawler was straddled 16 miles west of Tory Island on Thursday last week.

Har gear and catch, estimated to be worth £60,000, were ordered to be confiscated but the court allowed the gear to be bought back for £1,000. *Taki-Alai* has a crew of 18.



LATEST ship from the Rother Dunston yard is HMS *Sandpiper* (above), one of a series of Royal Navy ships suitable for fishery protection work.

SKIPPERS SUSPENDED

TWO HULL skippers have had their tickets suspended.

Alan Clarkson (47), who admitted twice grounding the trawler *Kingston Beryl* while under the influence of drink, lost his ticket for three years after facing a Department of Trade enquiry in Hull last week.

The court recommended that Skipper Clarkson be granted a Met's certificate.

The grounding of another Hull trawler, *D. B. Finn*, cost Skipper James Brocklesby (38) his ticket for two years. This was the second time Skipper Brocklesby has been suspended. The enquiry recommended that he be allowed to sail as mate.

Among the court's reasons for its findings was one that

Sailing dispute: skipper assaults crew

THE SKIPPER of the Grimsby side trawler *Blackburn Roberts* was charged with assault on Saturday night on two members of his crew.

David C. Shore (34), Cleethorpe admitted assault on his chief engineer, John Norton, and his cook, John Hunter, by punching them in the face.

He also hit the cook's hand with a sauce bottle. Incidents happened while trawler was berthed at Lerwick, Shetland.

The court was told there had been heavy drinking going on. A dispute over the fishing led to the incidents.

CHALLENGE TO FINGER

AFTER the huge swell of the fish finger line has a challenger — a chicken finger.

It costs about the same as a fish finger, but it is made of chicken. Farmers' Table, manufacturer of the new chicken finger, is predicting a big boom in this popular multi-line. "Cod is becoming a bit expensive and, from what I hear, it is going to become even more expensive," said a spokesman.

Herring men spin-out Manx quota

FISHERMEN working Isle of Man herring decided on Monday to start a four-day week and impose strict quotas on themselves in an effort to make the season last a little longer. This follows recent 'huge' landings and prices.

The decision came after an emergency meeting at the weekend of the island's fishermen's association with representatives of the Northern Ireland Sea Herring Trawlers' Association, the Ulster Sea Fishermen's Association and other representatives of the industry.

A Manx government-imposed conservation quota of 13,200 tons has been set for this year but, with catches totalling over 1,000 units per day on occasions, fears were

being expressed that the limit would be reached long before the close season restrictions start in October.

To reduce the tonnage being landed, fishermen agreed last week to a temporary quota of 35 units per boat per day. This sent prices rocketing up to 258 per unit on some days.

The new quotas agreed at the weekend are based on the size of boats' crews. Threeman boats can take 21 units per day, four-man boats 28

units per day, five-man boats 35 units and boats with six crew members, 42 units. Bigger boats with seven or more crew members can take only 48 units per day.

Vessels catching over their share will not be permitted to bring forward any to the next day's quota. But boats not netting their quota may catch extra herring the following day to make up.

Skippers who find themselves with excess herring have been told to distribute them to boats which have not made their quotas to avoid dumping dead fish.

If it is found that the total fleet's quantities on landing are above the quotas, the excess will be sold for charity.

The four-day fishing week will start on each Monday for bottom trawlers, their final landing being on Thursday evening. Mid-water trawlers will start their working week

on the Monday night, with their final landing being on the Friday morning.

In a statement released by the local fishermen's association announcing the new restrictions, it said: "These decisions, which have been agreed have been forced on this fisherman's associations by the apparent lack of government action in the setting up of a management committee to help the Manx fishery."

The figures to be reviewed at the end of the year, but the quota is not expected to be as high as last year when 200 tons was raised to 300 tons.

"In this coming winter there promises to be even more boats chasing even fewer fish and, for this reason, it will be hard for all the full-time fishermen to make a fair living," says the report.

"Fishing will be limited to five days a week, and possibly four days a week later in the season."

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THAMES SEASON DELAY

ANOTHER herring fishery on quota and day restrictions is the Blackwater fishery.

The start of this Thames estuary herring season is being delayed until October 17 to make the most of the few fish available.

According to the latest Kent and Essex Sea Fisheries Report, the Thames Estuary Herring Management Committee has discussed how best to allocate the coming winter's 150-ton herring quota.

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Papua New Guinea Department of Primary Industry Fisheries Division

Tropical Fisheries Development & Training

Applications are invited from suitably qualified personnel for the following posts with the Fisheries Division of the Department of Primary Industry. The Papua New Guinea Government is embarking on an extensive programme of development and training to expand and develop the inshore and offshore fishery industries. These positions offer a unique opportunity to play a significant role in the development of a major tropical fishery.

Fisheries Development Regional Fisheries Officers (Grade 4)

Diploma in Fisheries or equivalent qualification essential. Candidates should have extensive experience in the fishing industry, the ability to analyse and evaluate fishing projects and proven administrative and organisational skills.

Provincial Fisheries Officers (Grade 3)

Diploma in Fisheries or equivalent qualification essential. Candidates should have extensive experience in the commercial fishing field, the ability to analyse and evaluate fishing equipment and vessels and proven administrative and organisational skills.

Fisheries Biologist (Class 2)

A degree with major studies in appropriate subjects essential. Candidates must have had research experience and ideally also have experience in marine or freshwater fisheries. A sound administrative ability is essential.

Fisheries Technician (Grade 5)

Certificate in Fisheries or equivalent essential. Candidates should have a wide experience in the fisheries industry coupled with a thorough knowledge of station management, fishing methods, gear, vessels, processing and storage of fish products. A sound administrative ability is essential.

Fisheries Training - National Fisheries College Lecturer (Grade 3)

A degree or diploma with major studies in appropriate subjects essential — and educational qualifications desirable. Candidates should have a comprehensive background in practical commercial fisheries techniques, preferably in a tropical setting.

ment. As the majority of trainees will be inshore fishermen ideal applicants will be from an inshore, coastal or government agency background.

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Class 2	10,200	2310
Grade 5	10,165	2640
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Bonus is payable on satisfactory completion of Period of Engagement — two years (renewable in most instances). General entitlements are very attractive and include an education allowance for dependent children attending secondary school overseas, return air passages with personal effects and baggage allowance, low cost married and single accommodation and generous leave conditions.

Please write or telephone, by August 22nd, for an application form, stating the specific post and level for which you are applying.

The Papua New Guinea Recruitment Representative, 22 Garrick Street, London W.C.1. Telephone 01-2401780.

Papua New Guinea



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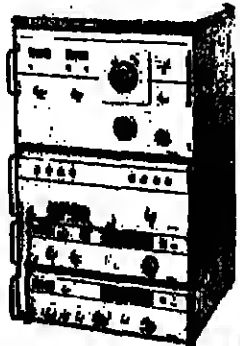
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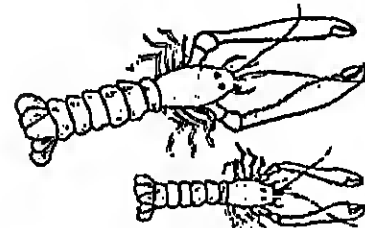
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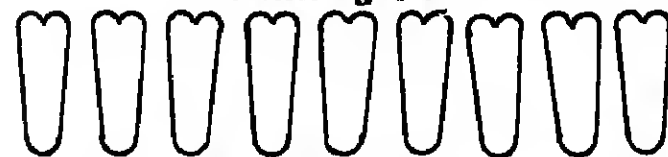
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MACKEREL BAN TALKS DELAYED

CORNWALL See Fisheries Committee's bid to have urgent talks on mackerel fishing with the Ministry of Fisheries has fallen flat.

It has been told that John Silkin, the Minister, is too busy to meet a planned deputation soon.

"We have been told that the earliest there could be a meeting would be in mid-October," said a spokesman for Cornwall Sea Fisheries Committee in Truro.

"By then it will be far too late. We wanted an urgent meeting and action before the start of the mackerel season."

Three weeks ago the committee was warned that if the government did not act before the start of the coming season, then it could be the last because of overfishing by large vessels from the east

const. Scotland and north. The deputation to the Minister wanted to discuss a complete ban on industrial fishing in British waters and restrictions on the larger trawlers inside the 12-mile limit.

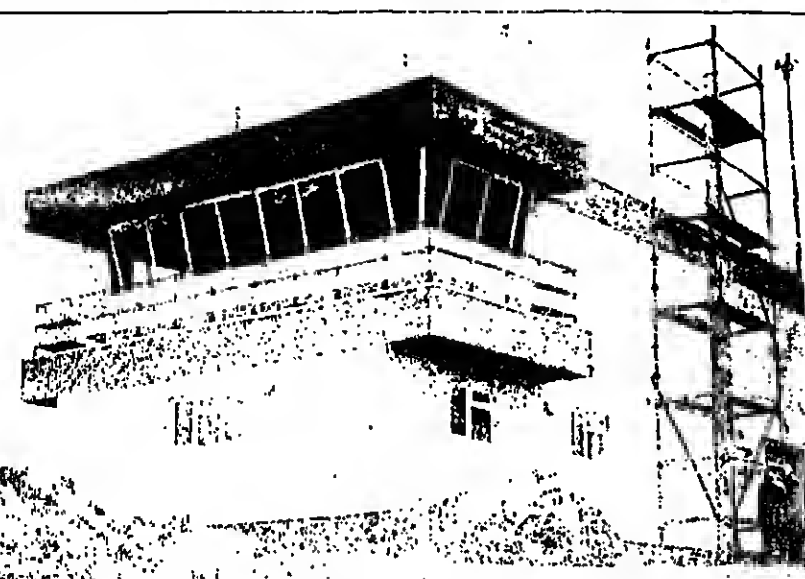
The announcement (Fishing News, July 16) that the two distant-water freezer trawlers *Conqueror* and *Defiance*, both of more than

1,000 tons, are being switched to the south-west because of quota restrictions off Norway has worried Cornish fishermen.

Mrs. Daphne Lawry, secretary of the Cornish Fish Producers' Organisation (CFPO), said this week: "These boats are coming earlier than usual. We fear that 30 other boats of various sizes will follow from Hull,

Grimaby, Scotland and elsewhere. "The only constraining thing that the CFPO is doing is to give our sea fishing committee every backing to protect the local down-limit."

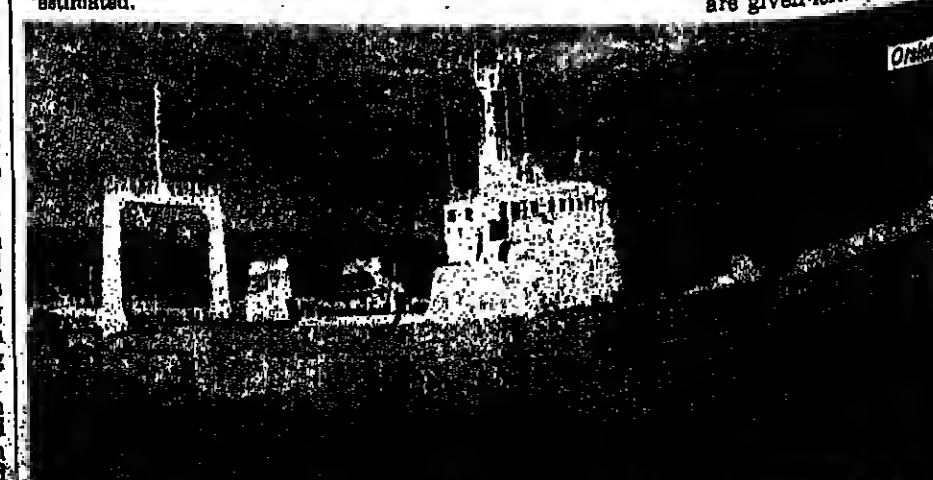
"While we do not like reporting our fellow fishermen, we will report contraventions within a limit," she said.



ONE of the most modern coastguard stations in Europe is now in operation at Pifensee, near Crail, Scotland. District officer Cleghorn said: "We have all the latest equipment at the station." He added that the station was due for an 'official' opening soon.

Freezer trawler contest ORSINO LEADS -BUT NOT FOR LONG

	Tonnage	Points
1. (2) <i>Orsino</i> (BUT, Hull)	2,087.4	16,135
2. (1) <i>Arctic Freebooter</i> (Boyd, Hull)	1,030.2	13,892
3. (9) <i>Southella</i> (Marr, Hull)	803.4	12,083
4. (6) <i>Norihella</i> (Marr, Hull)	1,031.0	12,080
5. (10) <i>Dane</i> (BUT, Hull)	824.3	11,950
6. (11) <i>St. Jasper</i> (Hamling, Hull)	918.1	11,743
7. (4) <i>Piet</i> (BUT, Hull)	881.2	11,002
8. (12) <i>Lady Parkes</i> (Boston, Hull)	703.5	11,011
9. (13) <i>St. Jerome</i> (Hamling, Hull)	828.1	11,011
10. (12) <i>Sir Fred Parkes</i> (Boston, Hull)	721.4	10,900
11. (8) <i>Marbella</i> (Marr, Hull)	770.4	10,852
12. (8) <i>St. Jason</i> (Hamling, Hull)	848.5	10,815
13. (15) <i>Kirkella</i> (Marr, Hull)	778.9	10,342
14. (3) <i>Princess Anne</i> (Boston, Hull)	1,757.8	10,125
15. (21) <i>Kurd</i> (BUT, Hull)	727.9	9,854
16. (14) <i>Fornello</i> (BUT, Hull)	897.7	9,841
17. (7) <i>Arctic Galliard</i> (Boyd, Hull)	1,848.4	9,495
18. (28) <i>Cordella</i> (Marr, Hull)	813.8	9,272
19. (38) <i>St. Benedict</i> (Hamling, Hull)	1,809.1	9,270
20. (25) <i>Invincible</i> (BUT, Grimaby)	556.9	9,197



July 28, 1977

'Rogle' lands port topper

LOWESTOFT'S port grossing record was raised by over £1,200 on Monday by Skipper D. P. Rogle Smith in Suffolk (above). The small & Co. stereo trawler earned £18,878 for a 172-kilobyte landed after an 11-day trip. Her catch included 455 kits of plaice and 30 kits of cod. The previous record stood at £17,474. This was set on March 21 when Tallman's *Oulton Queen* landed 803 kits after an 11-day trip.

Back from rig work?

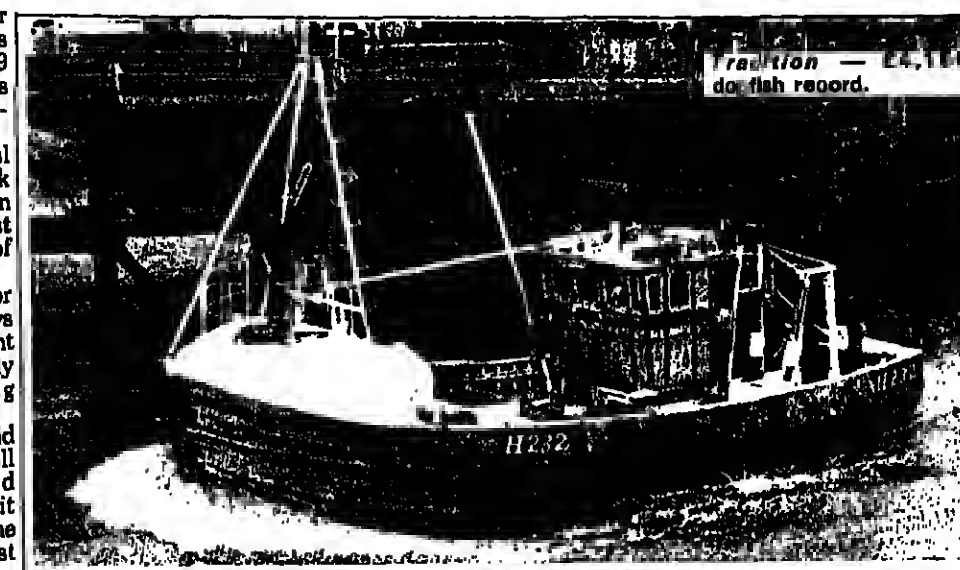
SMALL & CO.'S side trawler *Suffolk Endeavour*, which has been on oil and gas rig stand-by work since about the turn of the year, looks like returning to fishing. Formerly registered as LT 789, she lost her numbers whilst on rig work. The ship is now undergoing a re-fit. She has re-shipped her trawl gear and now shows a new number — LT 264. The ship was the third of six *Constance Bonks*-class side trawlers built at Applere for Small & Co. in the late 'sixties.

Westcountry a 'shellfish greenhouse'

THE Westcountry has tremendous opportunities for shellfish farming, as oyster-growers' conferees at Shaldon, South Devon, was told last week. The director of the Shellfish Association of Great Britain, Gerald Gardner, said growing conditions in the west are like a greenhouse compared with those on the east coast. He urged growers to band together in a selling co-operative. Oysters, mussels and scallops are in great demand, especially on the continent.

Conference organising secretary John Lambie of Devon Oyster Farms, had reservations. He said: "I don't think we are big enough for a co-operative." But Alex Sharples of the White Fish Authority said the law required only seven to form a producer organisation or co-operative. The harbourmaster, Capt. Jim Blazby, said he was worried at the growing demand for areas of the security of the growing area.

Squid helps smash Milford record



Tradition — £4,100 for fish record.

GOOD squid fishing on the Bristol Channel grounds helped smash Milford Haven's port record last week. *Georgina Wilson* (Skipper Tom Smith) had 80 kits of the variety in her total of 175 which sold for £7,752. The squid sold for £30-£35 per six-stone box. Walter Whitfield, a local fish merchant, said: "Greek and other Mediterranean restaurants in London just can't get enough supplies of squid."

"It has been popular for some years now and is always scarce in Britain. At present Milford seems to be the only British port landing supplies." He added that the squid landed had been on the small size and customers would have paid even more for it had it been larger, but he added: "They'll take all that is caught in any case." On the same day as the record landing there was also a big grossing for *Picton Sea Eagle* (Skipper Robert Foster). She made £8,526 from 184 kits. In addition to squid, the two vessels' main varieties were 90 of cod, 40 of whiting, 80 of roker, five of turbot and brill, 10 of plaice and five of soles.

On the previous day the £7,000 barrier was also broken by *Picton Seolion* (Skipper Brian Salter). She landed 204 kits, including 80 boxes of squid, worth £7,328. *Picton Seolion* is owned by Norrard Trawlers and a director of the firm, Alan Packman, said: "The summer squid is providing a welcome bonus for the local trawler fleet."

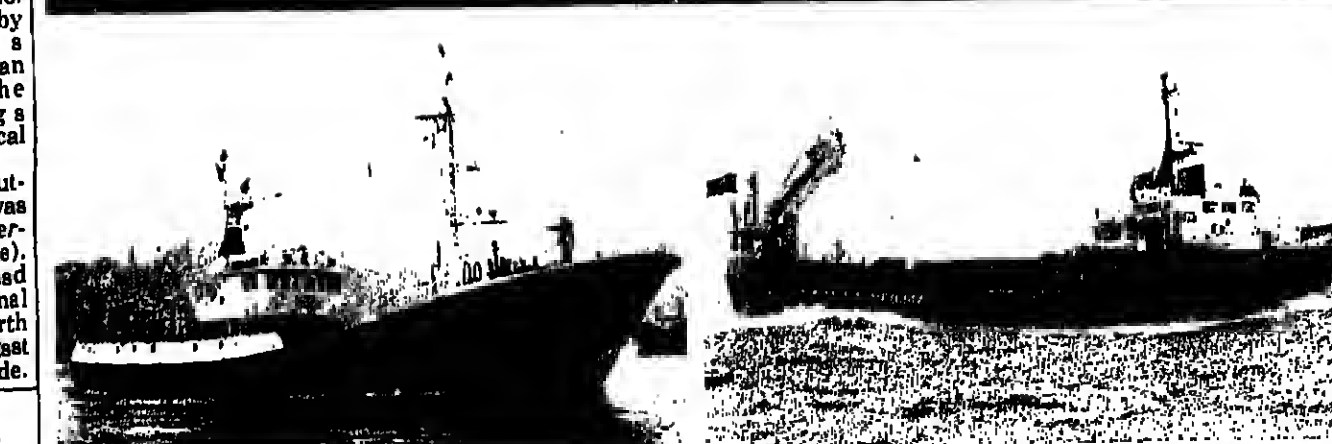
Another of the week's outstanding performances was by the pocket trawler *West-dole* (Skipper Bruno Links). This 73ft. vessel returned from the Bristol Channel grounds with 119 kits worth £5,784 — one of the biggest grossings she has ever made.

in three Devon estuaries and explained how costs and the physical workload could both be cut. The conference was told that one problem facing the industry is that people still preferred to eat shellfish only when there is an "R" in the month. The director of the Shellfish Association of Great Britain, Gerald Gardner, said growing conditions in the west are like a greenhouse compared with those on the east coast. He urged growers to band together in a selling co-operative. Oysters, mussels and scallops are in great demand, especially on the continent.

VISITOR TAKES TOP DOG TITLE

THE Bridlington line boat *Tradition* (Skipper-owner Dennis Jewitt) is Grimaby's top dogger. She had a massive catch of 199 kits which grossed a new port record tally for line-caught dogfish of £4,150 last Friday. *Tradition*, owned by Sam Chapman & Sons Ltd., managed to snatch the record from another Bridlington vessel, for the previous best had been set by *Betty* (Skipper Bill Ganton) in June. Earlier in the week Lowestoft's *Alison Jones* (Skipper-owner David Hunt) came near the old record but, with only 144 kits, settled the wrong side of £4,000.

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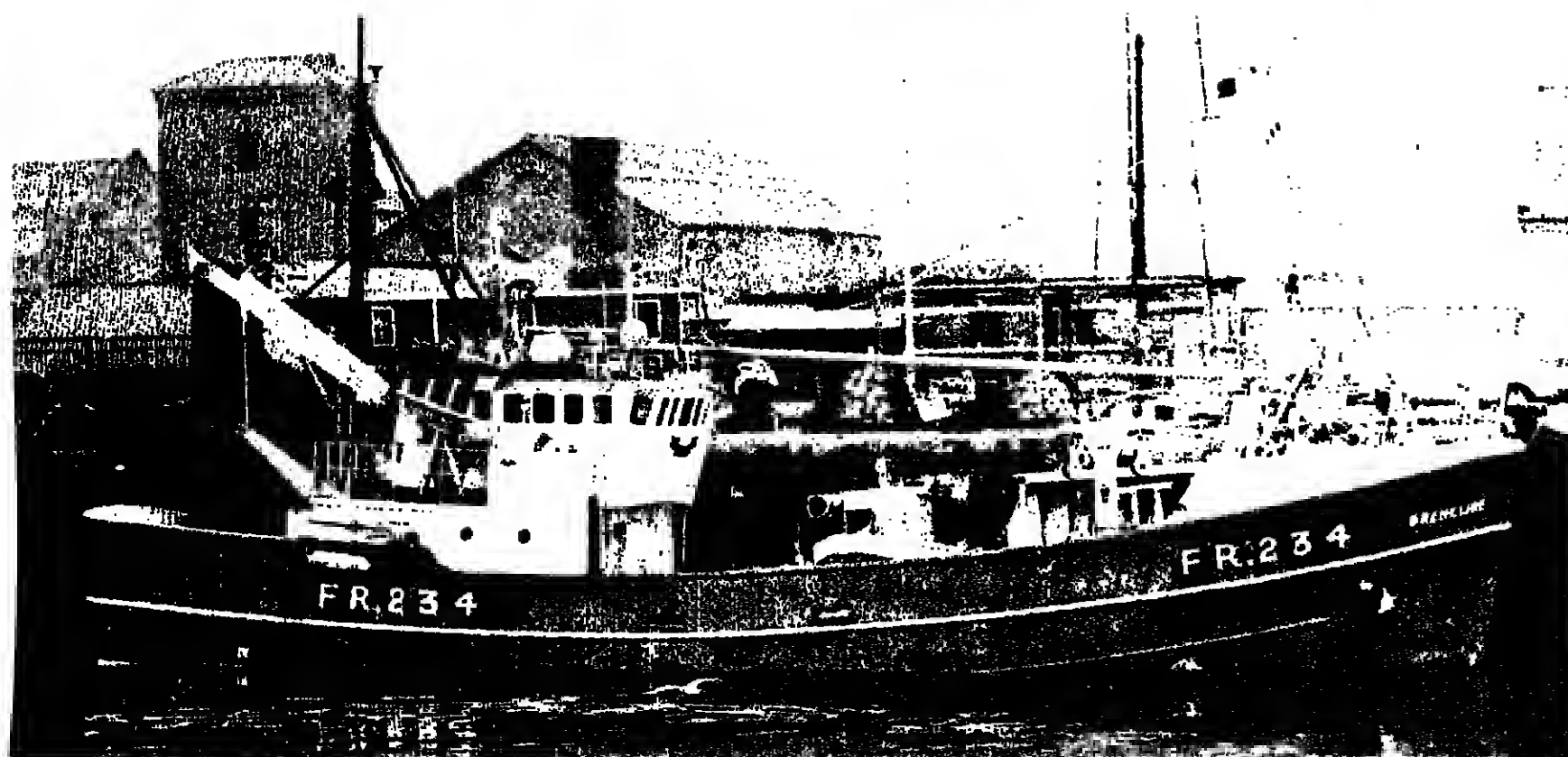
'DANE' factory stern trawler built by Brook Marine for B.U.T. KMR7 Major engine rated 3245 bhp at 525 rpm.

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THE 85FT. FRASERBURGH purse-trawler *Breneline* is now working Scottish west coast herring after showing her potential on the Humber sprat shoals over the past three weeks. She landed her biggest shot of around 100 tons of sprats at her home port on Thursday last week as a follow up to her 62.9-ton maiden landed earlier at Hull's fish meal works.

Breneline is the first steel boat fitted out by the J. and G. Forbes yard and she is owned by a partnership headed by her skipper, Alexander D. Masson. After a spell on herring she is expected to sail south-west to join in the mackerel season for which she is equipped with a Norsenet of Norway mackerel and sprat purse seine.

The purse-trawler is fitted out on one of the six steel hulls stranded when the Smith and Hutton yard went bankrupt in 1975.

This included another 85 will be completed later in the ft. vessel being built for summer. Both vessels are Skipper David Alexander of acquired for purse seining and trawling and will be managed by the Fraserburgh office of J. Marr (Aberdeen) and G. Forbes and Co. won Ltd.

Following the collapse, the Sendhaven boat builders J. and G. Forbes and Co. won the contract to complete the two hulls which had been built under sub-contract by John Brown at Greenock.

Now Skipper Masson's *Breneline* is away fishing and Skipper Alexander's vessel The original order for the

boat was placed with Smith and Hutton in 1973, with completion scheduled for mid-1975. The final cost of the vessel is about double the original contract price.

Skipper Masson is, however, very pleased with the work done by Forbes, including the high standard of finish in the wheelhouse and accommodation.

J. and G. Forbes and Co., well known since the turn of the century for building wooden vessels, as usual used various sub-contractors to fit out *Breneline*.

Steel fabrication was handled by Mitchells (Fraserburgh) Ltd. and May and Bruca Ltd., while engineering work was carried out by the Seaford Marine Engineering Co. R. D. Downie carried out the electrical work and Stephen and McNab the plumbing.

The entire fitting out has been completed by Forbes and its sub-contractors, as the vessel came from Greenock as a bare hull. The deckhouse arrived in pieces.

Most of the work has been done in Fraserburgh harbour. However, the boat was taken to the slipway in Peterhead for painting and the skin fittings to be added.

She was also initially slipped in Fraserburgh, but the crane collapsed under her and damaged the hull plating. This was repaired in Peterhead by Wood and Davidson Ltd.

Breneline is designed by the Napier Co. of Arbroath and was initially ordered as a seiner-trawler. Later, she was modified into a purse-trawler with chilled seawater tanks. The design allows for her to be lengthened if required.

With an overall length of 85 ft. and registered length of under 80 ft., *Breneline* has a beam of 23 ft. Her hull has round bilges, transom stern and raked aft nose stem with semi bulbous bow.

Propulsion is by a Mirreless Blackstone type BWSL6M diesel engine which gives 750 hp at 900 rpm to drive the Lisen controllable pitch propeller through a Lisen

typical ACG 54/540 gearbox. The propeller is housed in a fixed Kort nozzle.

Breneline's engine is fitted with a Brown Boveri turbo-charger and has compressed air starting.

At the fore end of the main engine is a Karmoy gearbox, engaged by a Frano clutch, which drives the Vickers hydraulic pumps for the gear handling machinery, the fish pump and the Brunvill 105 hp bow and stern thrusters.

Har two Gardner generating sets were supplied by Pelican Engineering Co. (Sales) Ltd. of Leeds.

The larger is a 61X unit of 127 hp and it drives a Nawage Stamford 100 kVA 415 V, three-phase, 50 Hz a.c. alternator. A Vickers standby hydraulic power-pack for the deck machinery is driven off the free end of the alternator shaft, while another Stamford 415 V alternator is driven from the smaller 41W 56 hp engine.

Electrically-driven equipment in the engine room includes two Desmi bilge and general service pumps, two Worthington Simpson air compressors, a Bjerna Sjog standby lube oil pump for the main engine gearbox, a Desmi fuel transfer pump, plus a Desmi pump for cooling the hydraulic system.

In addition there is an electrically-driven Gilbert Gilkes and Gordon pump for emptying water from the CSW tanks, and three GGG pumps for circulating water through the tanks.

A Transmotor 24V battery charging alternator is also driven from an electric motor. A total of 8,000 gallons of fuel oil are carried in six tanks: two under the fishroom, two in the engine room and two in the transom.

Some 2,000 gallons of fresh water are held in the forepeak and there is a water ballast tank below the fishroom.

Karmoy Mak Verkested of Norway supplied most of the gear handling machinery, including type 116-62A 22-ton purse and trawl winches, boom swivels, boom lifter and anchor windlasses. The purse

and trawl winch is fitted on the port side, forward, in the shelter of a whaleback extension.

A Triplex 504.300 not winch is fitted on her starboard side deckhouse and is used in association with a transport roller. Karmoy's 14 in. submersible fish pump and fish and water separator are also carried.

Centilovar-type trawl gillows are built into the after end of the deckhouse.

The three chilled seawater tanks have a total capacity of 2,500 cu. ft. and are insulated with 6 in. glasswool and lined with steel. Each tank has its own hatch with an aluminium cover.

There is a further 4,000 cu. ft. of space in the fishroom which is insulated with glasswool-lined timber and is fitted with steel posts and wooden pond boards. Its steel hatch has an aluminium cover.

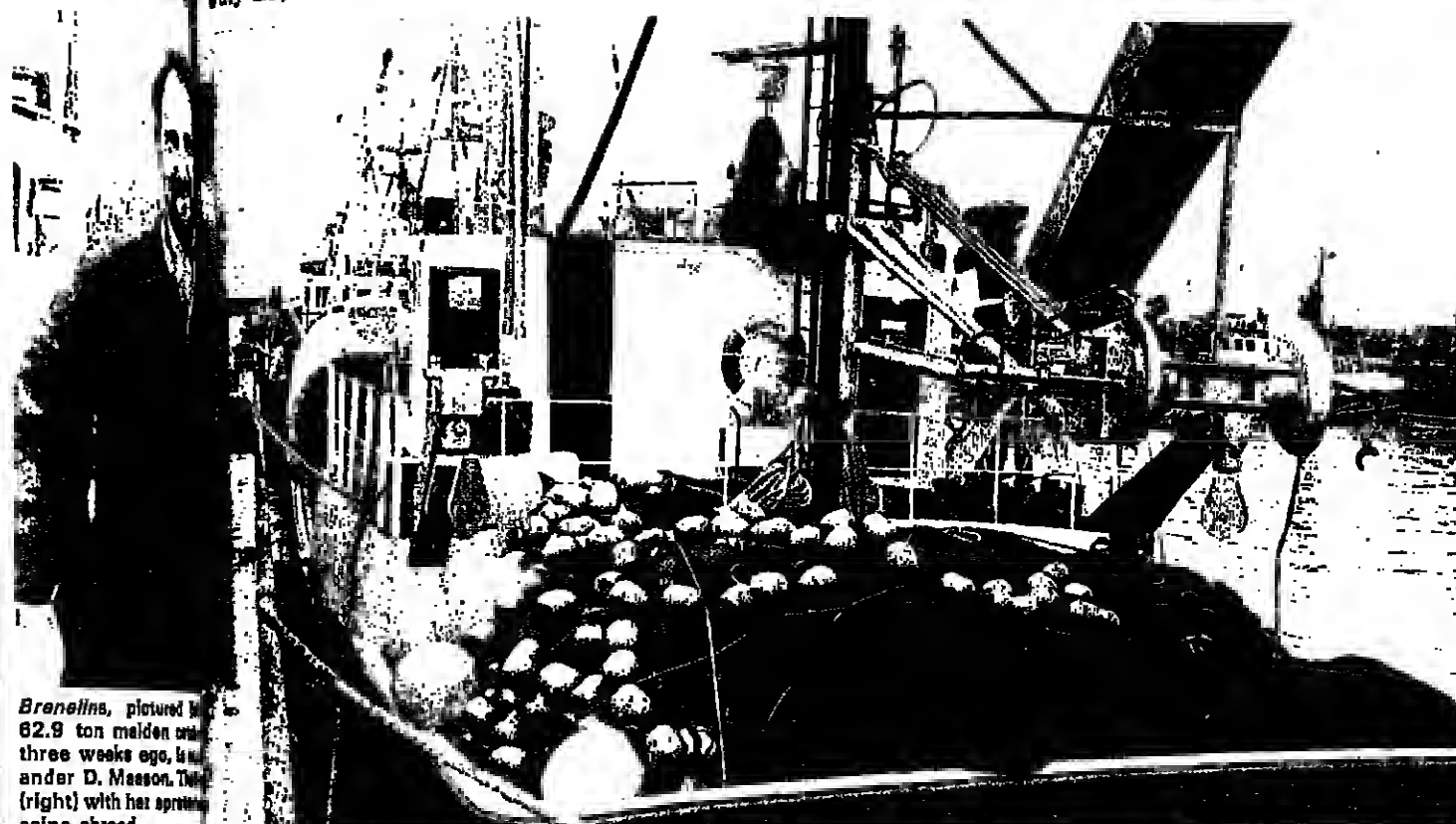
Fish finding aids in the wheelhouse are chosen for hunting sprats, mackerel and herring. There are three sonar sets comprising Elac Mittel Lodar with LAZ 44 Sonar Scopa, Simrad SL Sonar and CM Sonar Scopa, and Weemar SS220 Sonar.

With a high frequency of 160 kHz, the Weemar unit will be particularly useful when searching out mackerel shoals.

Electronic equipment comes from four main suppliers: Brown and Perring (Instrumentation) Ltd. A Ben Amphitrite speed log, Atlas 720 Fischfinder, 4300 radar and 240 echo sounder (The Atlas 240 sounder, with a sounding frequency of 100 kHz, is particularly good for mackerel detection).

Woodsons of Aberdeen Ltd. 'Sailor' T122 R 106 seab radio telephone, 'Sailor' RT143 vhf radio telephone, Woodsons Talk-Back system, Mermald 21 Watchkeeping Recorder, Robertson AP6 Autopilot and the Elac Sonar and Sonarscope.

Decora Mk 21 Navigator and 350T Track Plotter, also the Simrad Sonar and Sonar Scope.

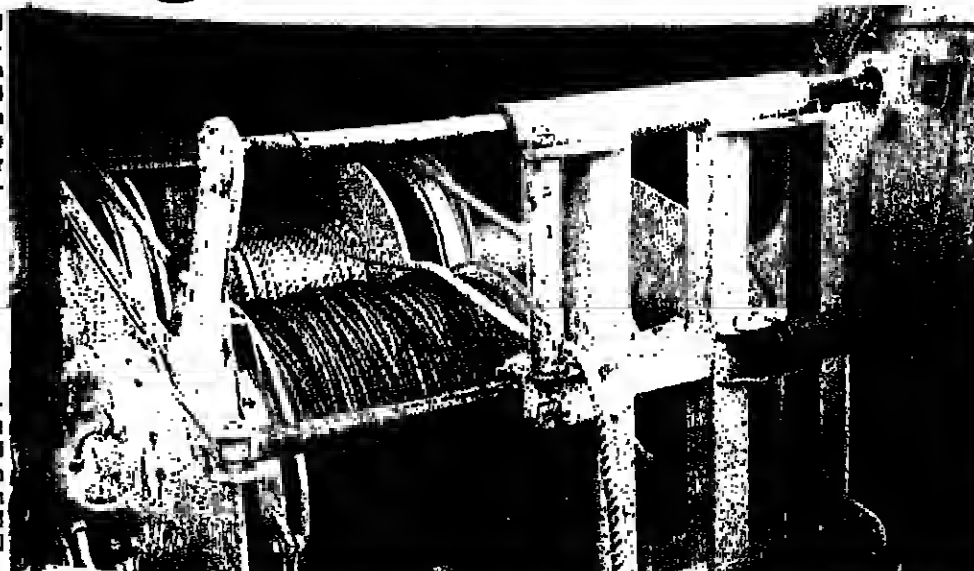


Breneline, pictured here, landed 62.9 ton maiden catch three weeks ago, skipper Alexander D. Masson, (right) with her sprat seine aboard.

BIG SHOT 'BRENELINE'

Seinordered in '73 starts off pising four years later

Right: *Breneline* is fitted with the Norwegian-made Karmoy 22-ton combined pump and trawl winch. The winch is fitted forward, on the port side, in the shelter of a whaleback extension.



Below: the 85 ft. purse-trawler on the slip at Peterhead after final painting. A mishap on the slip at Fraserburgh during fitting out had damaged her hull plating.



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Ansax

ANOTHER firm taking part in a fishing show for the first time was the Anglo Saxon Marine Construction Co.

The firm designs and builds the Ansax Propeller, a propulsive nozzle designed for trawlers and other commercial vessels to give increased propeller thrust at low speeds.

The nozzle on the stand was the 3,880th to be supplied since 1957. It is to be delivered to an inshore research vessel and will help increase her bollard pull to 84 tons.

Director, Jeffrey Wood, said that he was making propulsive nozzles far earlier than when his present company was set-up in 1970.

Last year the firm had a turnover of some £180,000, but this year he hopes to reach the £2m. mark.

Nozzles have been made in diameters from 18in. to 32ft. for export to many parts of the world. At present some 80 per cent of the firm's work is for fishing vessels.

A nozzle is about to be supplied to the Newhaven vessel *Viking Princess*, while another is for *Ina K*, fishing out of Leigh on Sea. Teignmouth fisherman, Malcolm

CATCH '77 review

Another look at the Humber side show

Coast, has just ordered a second nozzle.

Ansax Propellers are either fixed or rotating and are manufactured to all classification society requirements. They are individually designed to suit the vessel.

Flow patterns are calculated from the hull lines to ensure maximum performance, and the propeller is designed by computer techniques to ensure efficiency.

Anglo Saxon Marine also

prepares designs for vessels and stability calculations.

Euronette

THE Portuguese-owned firm of Euronette (U.K.) Ltd. got away to a splendid start with an order inside the first half-hour for 50 trevies valued at around £25,000.

This company is based at Fleetwood and the order, for trevies made from twine supplied by Ceril of Oporto, will take Euronette about three weeks to complete.

Net-briders Mrs. Edith Cewell and Mrs. Pauline Gandy immediately set about the wing ends at Catch '77. The belly, square end cod ends of the big order were being manufactured in Lancashire. Euronette told *Fishing News* it had been a highly successful exhibition and it was confidently expected the firm would clinch many more orders.

D.E.V.

MAIN EXHIBIT on the D.E.V. Engineering stand was the firm's hydraulic warp tension meter now proving popular on pair trawlers.

Also on the stand was the Eyemouth firm of Fern and Marine Engineering, which was taking part in a fishing show for the first time.

The firm's Farmerine 1,000-metre net transducer winch with hydraulic power unit and valve assembly was shown.

Two units have recently been supplied to the new trawlers *Green Field* and *Green Isle II*, built by Herd and Mackenzie of Buckie for Northern Ireland.

A smaller unit with a capacity for 660m. of cable is fitted to the 78ft. Conger of North Shields.

The winch, capable of being powered from a vessel's hydraulic system or separately, has self-tensioning and automatic spooling gear. Also, it can be remotely controlled from the wheelhouse.

S.P. Radio

FAMILIAR green 'Sailor' radio telephone equipment was well to the fore at Hull with displays on a number of stands.

The hub of interest was on the Danish communications giant's own stand, where S.P. Radio (U.K.) Ltd. showed off recent SSB developments like the T126 transmitter and the R109 receiver (already generally available), together with a big range of its popular transceivers and vhf's.

S.P. Radio also whetted many visitors' appetites by showing the new R114M Watchkeeping Receiver and the remarkable Short Wave Programme

in the pipeline for the UK. On the safety side the R114M, available shortly, looks set to make a very big impact. The set, basically an improved version of the popular R114 Watchkeeping Receiver, incorporates a mute switch to eliminate nagging static interference which can often prove so overbearing in a wheelhouse that the set is switched off.

The new set has both normal and mute facilities and, when muted, is absolutely quiet. In an emergency, the two-tone alarm is activated by an overriding shore signal.

However, stealing most of the limelight after its successes at the last Bont Show was the new 'Sailor' SSB Short Wave Programme radio telephone, complete with a staggering 240 channels for world-wide coverage spread over a range from 1.8 to 30 MHz.

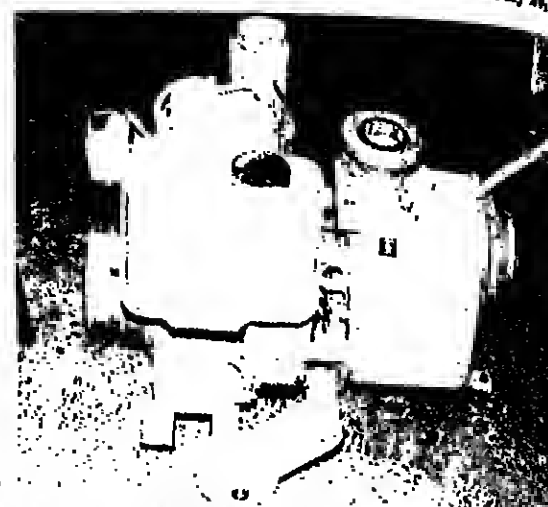
Now fully approved, this piece of electronic wizardry consists of T1127 transmitter, independently mounted over a ceiling containing an S1300 exciter (or S1301 model), an R1118 receiver and speaker, plus power unit (24V or 110V dc, or 220V ac).

This gives the HF unit the enormous advantage, if required, of positioning the compact transmitter up to 200 metres distance from the rest of the set, so the location of the aerial off the transmitter can be sited for optimum performance.

Completely synthesised, the high transmitter output is from 1.6 to 40 MHz giving 400 watts PEP and 1,000 watts PEP on the maritime HF bands up to 30 MHz.

Priced at around £4,500, this ultra-compact set is at least £1,500 below anything comparable.

Already fitted to some big continental trawlers, it is clearly aimed at the top end of the market, yet it is so adaptable it could be sited in almost anywhere. UK supplies are expected in January 1978.



Neutic's Sbp emergency portable fire pump.

Nautic

SAFETY at sea laws in Denmark will compel all fishing vessels to carry portable 'emargency' diesel-powered fire pumps from January 1978.

The laws have been responsible for the development of a whole series of pumps designed to meet rigid specifications.

At Catch '77 Neutic Moskinfabrik A/S of

Esbjerg displayed its latest version.

Under the new law the pumps must be connected with an engine room of the vessel so Nautic has produced a mobile model suitably handled by two men.

Fabricated in stainless steel, it has hand operated (2000) fitted with an 8 hp (5.880).

The Nautic pump is mounted on a rigid frame, but is carried by two men on a removable unit.

mounted on the unit hydraulic power is provided by a pump unit, those used for the range of winches and haulers.

The net hauler is designed to be interchangeable with other North Sea Winch equipment and is therefore, use the hydraulic pump.

A small wheel mounted the end of the drum can haul lines or pots if needed. There is also a larger wheel with a 1,000 lb. pull.

A new Autoline package, a development of earlier haulers, was offered.

Its hauling wheel mounted on a pedestal there is a spring-loaded device to prevent the rope dropping out of the groove when slack.

The design of the pot wheel allows the pot to be hauled in and fed into the boat automatically.

One of the new Autoline packages is on the Yorkshire cable winch recently completed by Borough Marine Engineering for Skipper John Rickett Scarborough.

Skipper Rickett said with the hauler and pot found that it will help more quickly than any type.

Hydraulic power is provided by a constant speed pump driven from the engine while a variable control mounted near the winch allows the speed of the pot to be varied from zero to zero.



Above: Ansax Propeller number 3,880 on the Anglo Saxon Marine stand. A wide range of nozzles are made.

Left: available in the UK soon will be S.P. Radio's 'Sailor' SSB Short Wave Programme radio telephone.

Below: North Sea Winches' Model 260 tramnet net hauler sells for £475.

Hundested

HUNDESTED of Denmark, which has been making variable speed propellers for some years, had a variety of special interest new four-bladed propellers designed to give the maximum performance of a vessel.

This will permit the vessel to be more powerful and have a longer life span, having engines and boats which have a longer life span.

The unit is designed to be fitted to a vessel's engine and will give a range of speeds from 10 to 20 knots.

July 29, 1977

Peterhead firm has new reels and pump

THE PETERHEAD firm of A.F. Engineering (Scotland) Ltd. is now under new management and operating with the name of Tecnor Engineering.

Managing director, Dr. Bill Thain, told *Fishing News* that the new company will design, manufacture and service hydraulic deck equipment and is increasing its work force.

To addition, the firm will carry on the wide range of engineering and fabrication work formerly offered by A.F. Dr. Thain and technical director, Alec Keith, have moved to Peterhead from an Aberdeen engineering firm which has been involved in fishing for some years.

Tecnor Engineering has made a two-drum set of seine rope storage reels for the 80ft. Peterhead boat *Fidella* and will be fitting a set to another vessel shortly.

The robust reels are made with mild steel frames and stainless steel shaft and roller chain, plus a specially hardened spooling guide roller.

Each reel is powered by an internal hydraulic motor and by motors can be fed from a single hydraulic pump. This can also drive the power block if required.

Controls can be local, or from the wheelhouse, and reel capacities can be to owners' requirements.

The reels on *Fidella* can hold 18 coils of 3 1/2 in. rope on each drum and are driven through a change-over valve from her power block pump.

Wheelhouse controls are fitted. Tecnor is working with a Scottish skipper to introduce

a submersible hydraulic fish pump for industrial catches. The pump is aimed at speeding up the operation of emptying mid-water trawls and it will also reduce net damage.

A section is also being set up to re-condition hydraulic equipment including pumps,

motors, valves and cylinders.

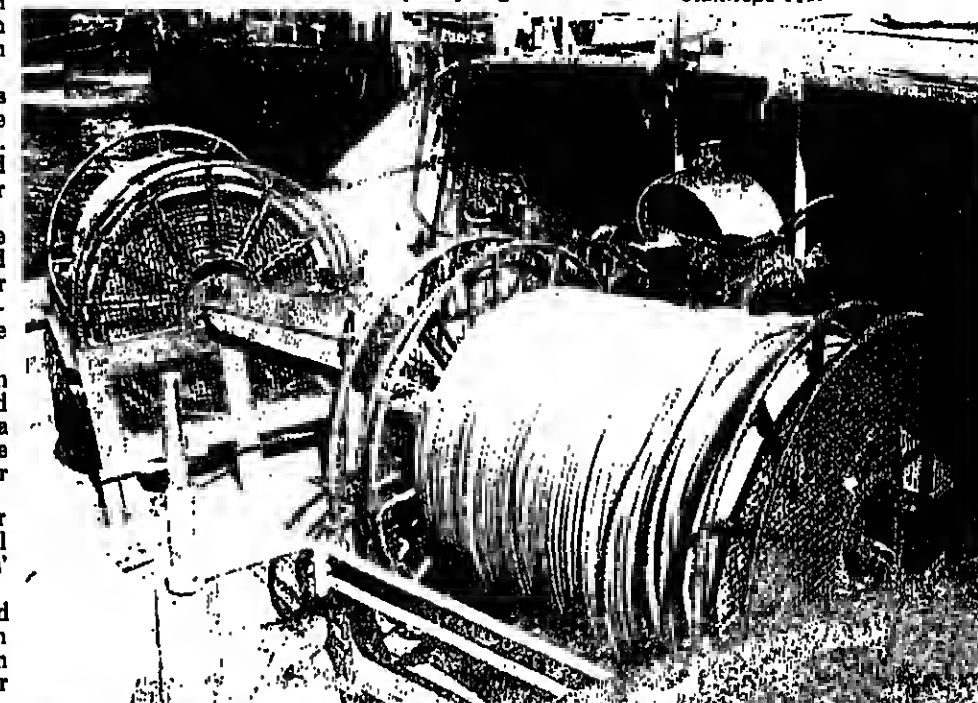
Recently it modified the hydraulics on a number of boats and it is now to carry out similar work on Skipper Jim Pirie's 86ft. vessel *Antares* (shortly to be renamed *Shemara*).

The work involves simplifying the over-

complicated hydraulic circuitry, but retaining the original gear handling machinery and hydraulic pump.

Tecnor is continuing to manufacture the A.F.-type 19in. and 26in. power blocks. A new unit has just gone to the 75ft. Peterhead seiner *Glenpie III*, while two 26in. models have been ordered for vessels being built by John Herker (Shipyards) of Kintyre.

Aluminium gutting shelters have been supplied to Peterhead vessels, including the 75ft. *Keavary* and the 86ft. *June IV*, and now one is being fitted to Skipper Peter Strachan's 86ft. seiner *Stanhope III*.

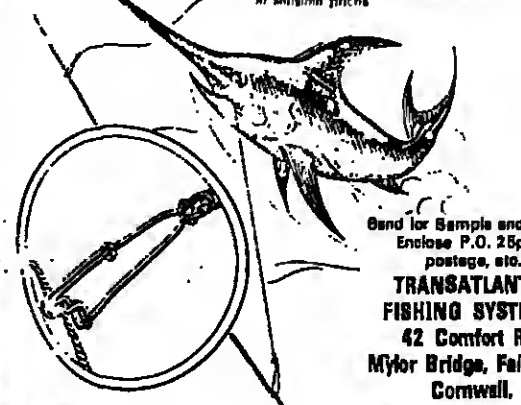


Tecnor Engineer's rope reels aboard the Peterhead seiner *Fidella*. An internal hydraulic motor powers each reel.

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IRELAND: S. C. Taylor, Tourist Point Rd, Greenhouse, Co. Cork.



Macboat 24

New heavy construction 24ft general purpose fishing boat. Now building more boats similar to boat exhibited at Hull, Catch '77. 74 h.p. Dolphin diesel 2 to 1 gearbox, strong timber deck, hatch covers, wheelhouse, steel mooring gear. This boat is strong, tough and made work hard, ready for sea, lying Meldon. Ex our yard £11,500. Further details from:

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Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 30, 1927

TWO fishermen found in mid-Atlantic had been drifting in a boat for 11 days. The man had been lying from a schooner on Newfoundland's Grand Banks and, after becoming lost in fog, drifted 374 miles. They had few biscuits and no water.

EIGHT herring boats grounded off Fraserburgh in dense fog. Lifaboats stood by during the day and all refloat except the badly-holed *Buchanan*.

TWO Grimsby trawlers struck by lightning. Bacon company's *Wor Duke* has her foremast splintered and is almost halted, while *Lord Northcliffe*'s mizzen is struck and a crewman receives a shock.

"FISHING NEWS" article urges merchants to sell fish under standard brands and trade marks to boost sales.

FIVE French skippers fined £10 each for illegal fishing in Irish waters.



ONE OF the first skippers to start selling from Yarmouth, Skipper Samuel George, died aged 87.

IPSWICH fish merchant leaves £24,743 in his will, but only £1,000 to his wife if she remarries.

"FISHING NEWS" article urges merchants to sell fish under standard brands and trade marks to boost sales.

FIVE French skippers fined £10 each for illegal fishing in Irish waters.

fishing news

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£26,332: *Ross Renown*, BUT (Sk. D. Scott), 1,713k, BI, 24 days.
£47,268: *Vianova*, BUT (Sk. E. St. Pierre), 1,435k, BI, 23 days.
£44,123: *Ross Revenge*, BUT (Sk. J. Meadows), 1,476k, BI, 23 days.
£41,229: *Notts Forest*, Conaol (Sk. J. Rimmer), 1,228k, BI, 22 days.
£32,957: *Huddersfield Town*, Conaol (Sk. F. Kirby), 1,021k, BI/WS, 23 days.

Middle water

£26,281: *Ross Kelly*, BUT (Sk. E. Hodson), 808k, W, 16 days.
£23,787: *Ross Genet*, BUT (Sk. W. Salt), 848k, W, 15 days.
£20,059: *Ross Tiger*, BUT (Sk. D. Avery), 711k, W, 15 days.
£17,293: *Nanao*, Taylor (Sk. G. Hughes), 637k, W, 18 days.

North Sea

£10,869: *Lemberg*, Lindsey (Sk. A. Wright), 375k, NS, 15 days.

Sailors

£8,613: *Pandion*, Danbrit (Sk. B. Host), 250k, NS, 14 days.
£8,217: *Edie*, Danbrit (Sk. L. Gravesen), 176k, NS, 18 days.
£7,909: *Arcona Bay*, Chapman (Sk. E. Thomsen), 300k, NS, 14 days.
£7,596: *Macand*, Sleight (Sk. L. Hojberg), 193k, NS, 15 days.
£7,515: *Karen*, Richardson (Sk. E. Svaninsson), 179k, NS, 14 days.
£7,183: *Rosmine*, Chapman (Sk. V. Thomsen), 254k, NS, 15 days.

Pair teams

£17,699: *Margrethe Bojen* (Sk. Jens Bojen), 522k, and
£17,298: *Francis Bojen* (Sk. J. Richardson), 497k, both John R., NS, 12 days.
£9,063: *Burton Agnes* (Sk. D. Brown), 332k, and
£7,825: *Burton Pidsa* (Sk. M. Torrington), 286k, both Danbrit, NS, 15 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from
White Sea and *East Island*:
Alderhol, *Barnes*, *Ross*, *Ki-
ling*, *Ross Rodney*, *William
Wilberforce*, *From Feroe* and *East
Island*, *Kyoto*, *Norona*, *Ross*,
Chester, *Ross Genet*, *Ross*

Jockol

Ross Jaguar, *Ross
Panther*.
Expected during the week from
White Sea and *East Island*:
Arctic Cavalier, *Arctic Vandal*,
Benello, *Ross Sirius*, *St.
Dominic*, *Westala*.

PORT MARKETS

FRIDAY, JULY 22

DUBLIN
576 boxes from North met a good demand. Prices: salmon, £1.35/£1.40; lobster, 75p/£1.40; prawn, 16p/50p; prawn tails, 45p/95p; black sole, £1.10/£1.15; alpla, 40p; dabs, 4p/6p; codling, 12p/24p; black pollack, 14p/16p; whiting, 20p/25p; large plaice, 30p/36p; medium, 24p/24p; small, 9p/11p; small lot, 31p; per lb; round whiting, £12/£21; ray, £7/£16; small lot, £16/£50; mackerel, £2/£5.50; per box.

MONDAY, JULY 25

GRIMSBY
A fair supply of 6,103 kts from 28 boats met a good demand. Prices: shell cod, £6.80/£8.20; codling, £3/£4; large shell had-

£9,129: *Green Valley* (Sk. R. Younger), 283k, Danbrit, and
£6,604: *Paul Antony* (Sk. F. Josefson), 217k, Richardson, both NS, 13 days.

HULL

£59,969: *Ross Altair*, BUT (Sk. M. Redfaarn), 1,852k, WS, 24 days.
£57,587: *Falstaff*, BUT (Sk. A. Cubison), 1,695k, WS, 25 days.
£50,946: *Ross Canaveral*, BUT (Sk. D. Spivey), 1,674k, BI, 23 days.
£41,517: *Loch Eriboll*, BUT (Sk. A. Walker), 1,379k, BI, 25 days.
£38,281: *Lord St. Vincent*, BUT (Sk. W. Heath), 1,220k, BI, 24 days.
£36,918: *Kingston Pearl*, BUT (Sk. B. Turner), 1,042k, BI, 24 days.

FLEETWOOD

£28,041: *Boston Explorer*, Boston (Sk. W. Anderson), 1,028k, 26 days.

Home water

£26,588: *Irvana*, Marr (Sk. V. Dingle), 837k, 15 days.
£24,320: *Fyldea*, Marr (Sk. D. Evans), 786k, Rockall, 12 days.
£18,833: *Wyre Vanguard*, Wyre (Sk. R. Slapp), 735k, Rockall, 12 days.
£18,742: *Luneda*, Marr (Sk. W. Reader), 737k, 15 days.
£17,453: *Wyre Defence*, Wyre (Sk. D. Noble), 710k, 12 days.
£8,760: *Boston Whirlwind*, Boston (Sk. P. Wirman), 329k, 15 days.

ABERDEEN

£37,421: *Clarkwood*, Wood (Sk. T. Taylor), 1,441 k, F, 13 days.
£20,292: *Grampian Monarch*, North Star (Sk. R. Catto), 922 k, F, 14 days.
£17,099: *Lindenlea*, BUT (Sk. W. Ruen), 637 k, F, 13 days.
£19,887: *Ross Mallard*, BUT (Sk. J. Barclay), 783 k, S, 11 days.
£14,876: *Veto*, Marr (Sk. J. Jamieson), 721 k, S, 15 days.
£13,066: *Annwood*, Wood (Sk. A. Walker), 505 k, S, 7 days.

TUESDAY, JULY 20

HULL
2,201 kts from one distant water vessel. Price ranges per 10st. kit, heads on: shell cod, £35.50/£42.75 (average £38.38); self codling, £33.30/£30.25 (average £31.78); shell cod, £33.25/£37.50 (average £35.45); bulk, £20.50/£23.50 (average £22.00); codling, £20.30/£22.73; redfish, £15/£19.10 (average £17.00); catfish, £15.15/£23.50 (average £19.33). No distant water plaice, halibut, langley or bulk cod. (No Monday landings at Hull but about 1,650 boxes of fish spot overland from Scottish and East Coast inshore ports).

NEWLYN

Prices: large whiting, £2.50; medium and small, £2.00; large mackerel, £1.50; medium, £1.20; small, £1.00; large cod, £1.50; medium, £1.20; small, £1.00; large plaice, £1.50; medium, £1.20; small, £1.00; large sole, £1.50; medium, £1.20; small, £1.00; large haddock, £1.50; medium, £1.20; small, £1.00; large gurnard, £1.50; medium, £1.20; small, £1.00; large turbot, £1.50; medium, £1.20; small, £1.00.

FLEETWOOD

Prices: English shell cod, £25/£26; plaice, £26/£27; haddock, £26/£27; mackerel, £22/£23; sole, £21/£22; codling, £21/£22; monkfish, £21/£22; large cod, £21/£22; large haddock, £21/£22; large gurnard, £21/£22; large turbot, £21/£22; per 10st kit.

LOWESTOFT

1,366 kts from four boats. Prices: cod, £28/£29; large plaice, £28/£29; medium, £28/£29; small, £28/£29; per 10st kit.

LOWESTOFT

£13,718: *St. Davids*, East Coast (Sk. F. Elson), 399k, NS, 11 days.
£13,385: *Bentley Queen*, Tallisman (Sk. A. Gill), 372k, NS, 12 days.
£12,653: *Boston Sea King*, Boatun (Sk. P. Meen), 505k, NS, 10 days.
£12,598: *Barby Queen*, Tallisman (Sk. C. Craig), 378k, NS, 12 days.
£11,869: *Suffolk Crusader*, Hobsons (Sk. A. Blowers), 428k, NS, 11 days.
£11,826: *St. Rose*, East Coast (Sk. S. Jonas), 406k, NS, 11 days.

NORTH SHIELDS

£7,529: *Christine Nielsen*, Irvin (Sk. C. Ellis), 1,385k, NS, 3 days.
£7,028: *Lindisfarne*, Irvin (Sk. J. Bailey), 1,215k, NS, 4 days.
£6,809: *Good Design*, AF (Sk. J. Watson), 1,260k, NS, 4 days.
£5,661: *Conduan*, Irvin (Sk. N. Morse), 1,032k, NS, 5 days.
£4,947: *Burton Lonsdale*, Newington (Sk. A. Lopez), 9,760k, NS, 5 days.
£4,580: *Congena*, Irvin (Sk. A. Morse Jr.), 8,078k, NS, 4 days.

GRANTON

£15,293: *Arctic Brigand*, Liston (Sk. A. Wood), 688k, NS, 13 days.
£12,277: *Arctic Explorer*, Liston (Sk. J. Banyard), 806k, NS, 13 days.
£11,413: *Arctic Invader*, Liston (Sk. J. Robb), 632k, NS, 13 days.

MILFORD HAVEN

£7,752: *Georgina Wilson*, Jones (Sk. T. Smith), 179k, 13 days.
£7,328: *Picton Sealion*, Norrard (Sk. B. Salter), 204k, 13 days.
£6,933: *Brenda Wilson*, Jones (Sk. R. Evans), 168k, 13 days.
£6,628: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 164k, 13 days.
£5,764: *Westerdale*, Linka (Sk. B. Linka), 119k, 13 days.
£3,341: *Norrard Star*, Norrard (Sk. J. Rogers), 78k, 9 days.

KEY: BI Seer Island; SS Saranta Sea; DW distant water; F Feroe Islands; G Greenland; HW home water; I Inland; N Irish Sea; NC Norway Coast; NPL Newfoundland; NS North Sea; R Rockall; S Shetland; W Westland; WC West Coast; WS White Sea; Sk Skipper; k kite; o owl; kg kilo.

duck, £1.24; small, £2.40; round whiting, £1.1; large brown sole, £3.0; £3.1; medium m., £3.1; £3.2; small, £1.8; £1.9; dogfish, £2.1; per 40 kts unit.

PETERHEAD

2,085 boxes from 17 boats. Prices: cod, £2.50/£3.50; whiting, £2.20/£2.70; mullet, £2.30/£2.50; monkfish, £2.10/£2.30; hake, £5.15/£5.40; ling, £2.40/£2.70; sole, £5.50/£6.40; dogfish, £1.20/£1.40; plaice, £2.80/£3.40; per stone; haddock, £5.50/£29.50; per box.

FRASERBURGH

350 boxes from 18 boats. Prices: selected brown sole, £3.80/£4.40; small, £4.4/£4.40; whiting, £3/£3.20; selected plaice, £4.40/£4.60; small, £3.20/£3.40; skate, £1.40/£1.60; per stone; large haddock, £24/£27; medium, £21/£24; small, £18/£23; round, £15/£18; medium codling, £20/£22; small, £18/£22; cod, £18/£20; ling, £18/£19; round, £15/£16; round sole, £11/£11.50; dogfish, £2.20/£2.60; monkfish, £23.50/£24.00; patches, £9/£9.40; per box.

BRIXHAM

Prices: large plaice, £4.50; medium, £4.50; chate, £3.80; turbot, £12; large whiting, £2.80; small, £1.20; lemon sole, £7.80; large and medium Dover sole, £20.40; brill, £7; ray wings, £18/£4.40; sea bream, £10/£11; round, £15/£16; round sole, £11/£11.50; dogfish, £2.20/£2.60; monkfish, £23.50/£24.00; patches, £9/£9.40; per box.

BILLINGSGATE

ON TUESDAY 194 tons were delivered. Average selling prices on northwards: salmon, £1.40/£2.25; Irish, £1.25/£2.10; Grilene, Irish and Scotch, £1.7/£3.40; salmon trout, 90p/£1.30; sole, 100p/£1.40; alpla, 55p/65p; medium, 90p/£1.00; large, £1.40/£1.00; oala, 60p/80p; foreign smoked salmon, £3; per lb; large turbot, £14.70/£16.80; medium, £7.30/£9.80; small, £4.00/£7.00; large brill, £7/£7.70; medium, £6.00/£6.30; small, £4.20/£4.40; large halibut, £13.30/£14; medium, £14.70/£18.20; small, £8.40/£11.20; selected lemon sole, £5/£6.50; large whiting, £3/£3.35; small, £2/£2.75; brown, £14.70/£15.40; headless hake, £1.7/£2.00; large cod, £2.90/£3.10; bulk, £7.50/£9.30; codfish, £5/£5.50; haddock, £8/£9.60; hake winter haddock, £1/£1.50; kit, £3.20/£4.50; gribbora, £3.00/£3.80; junior, £5.80/£6.00; selected whiting, £3/£3.50; small, £2/£2.50; small Grilene fillet, £4/£5.50; large, £6.50/£7; mackerel, £2.20/£3; haddock, dry

SELECTED

lobster, £1.80/£2.20; orange, £1.25/£1.50; crabs, 5p/£1.25/£1.40; under 5lb, 5p/£1.25/£1.40; under 10lb, 5p/£1.25/£1.40; under 15lb, 5p/£1.25/£1.40; under 20lb, 5p/£1.25/£1.40; under 25lb, 5p/£1.25/£1.40; under 30lb, 5p/£1.25/£1.40; under 35lb, 5p/£1.25/£1.40; under 40lb, 5p/£1.25/£1.40; under 45lb, 5p/£1.25/£1.40; under 50lb, 5p/£1.25/£1.40; under 55lb, 5p/£1.25/£1.40; under 60lb, 5p/£1.25/£1.40; under 65lb, 5p/£1.25/£1.40; under 70lb, 5p/£1.25/£1.40; under 75lb, 5p/£1.25/£1.40; under 80lb, 5p/£1.25/£1.40; under 85lb, 5p/£1.25/£1.40; under 90lb, 5p/£1.25/£1.40; under 95lb, 5p/£1.25/£1.40; under 100lb, 5p/£1.25/£1.40; under 105lb, 5p/£1.25/£1.40; under 110lb, 5p/£1.25/£1.40; under 115lb, 5p/£1.25/£1.40; under 120lb, 5p/£1.25/£1.40; under 125lb, 5p/£1.25/£1.40; under 130lb, 5p/£1.25/£1.40; under 135lb, 5p/£1.25/£1.40; under 140lb, 5p/£1.25/£1.40; under 145lb, 5p/£1.25/£1.40; under 150lb, 5p/£1.25/£1.40; under 155lb, 5p/£1.25/£1.40; under 160lb, 5p/£1.25/£1.40; under 165lb, 5p/£1.25/£1.40; under 170lb, 5p/£1.25/£1.40; under 175lb, 5p/£1.25/£1.40; under 180lb, 5p/£1.25/£1.40; under 185lb, 5p/£1.25/£1.40; under 190lb, 5p/£1.25/£1.40; under 195lb, 5p/£1.25/£1.40; under 200lb, 5p/£1.25/£1.40; under 205lb, 5p/£1.25/£1.40; under 210lb, 5p/£1.25/£1.40; under 215lb, 5p/£1.25/£1.40; under 220lb, 5p/£1.25/£1.40; under 225lb, 5p/£1.25/£1.40; under 230lb, 5p/£1.25/£1.40; under 235lb, 5p/£1.25/£1.40; under 240lb, 5p/£1.25/£1.40; under 245lb, 5p/£1.25/£1.40; under 250lb, 5p/£1.25/£1.40; under 255lb, 5p/£1.25/£1.40; under 260lb, 5p/£1.25/£1.40; under 265lb, 5p/£1.25/£1.40; under 270lb, 5p/£1.25/£1.40; under 275lb, 5p/£1.25/£1.40; under 280lb, 5p/£1.25/£1.40; under 285lb, 5p/£1.25/£1.40; under 290lb, 5p/£1.25/£1.40; under 295lb, 5p/£1.25/£1.40; under 300lb, 5p/£1.25/£1.40; under 305lb, 5p/£1.25/£1.40; under 310lb, 5p/£1.25/£1.40; under 315lb, 5p/£1.25/£1.40; under 320lb, 5p/£1.25/£1.40; under 325lb, 5p/£1.25/£1.40; under 330lb, 5p/£1.25/£1.40; under 335lb, 5p/£1.25/£1.40; under 340lb, 5p/£1.25/£1.40; under 345lb, 5p/£1.25/£1.40; under 350lb, 5p/£1.25/£1.40; under 355lb, 5p/£1.25/£1.40; under 360lb, 5p/£1.25/£1.40; under 365lb, 5p/£1.25/£1.40; under 370lb, 5p/£1.25/£1.40; under 375lb, 5p/£1.25/£1.40; under 380lb, 5p/£1.25/£1.40; under 385lb, 5p/£1.25/£1.40; under 390lb, 5p/£1.25/£1.40; under 395lb, 5p/£1.25/£1.40; under 400lb, 5p/£1.25/£1.40; under 405lb, 5p/£1.25/£1.40; under 410lb, 5p/£1.25/£1.40; under 415lb, 5p/£1.25/£1.40; under 420lb, 5p/£1.25/£1.40; under 425lb, 5p/£1.25/£1.40; under 430lb, 5p/£1.25/£1.40; under 435lb, 5p/£1.25/£1.40; under 440lb, 5p/£1.25/£1.40; under 445lb, 5p/£1.25/£1.40; under 450lb, 5p/£1.25/£1.40; under 455lb, 5p/£1.25/£1.40; under 460lb, 5p/£1.25/£1.40; under 465lb, 5p/£1.25/£1.40; under 470lb, 5p/£1.25/£1.40; under 475lb, 5p/£1.25/£1.40; under 480lb, 5p/£1.25/£1.40; under 485lb, 5p/£1.25/£1.40; under 490lb, 5p/£1.25/£1.40; under 495lb, 5p/£1.25/£1.40; under 500lb, 5p/£1.25/£1.40; under 505lb, 5p/£1.25/£1.40; under 510lb, 5p/£1.25/£1.40; under 515lb, 5p/£1.25/£1.40; under 520lb, 5p/£1.25/£1.40; under 525lb, 5p/£1.25/£1.40; under 530lb, 5p/£1.25/£1.40; under 535lb, 5p/£1.25/£1.40; under 540lb, 5p/£1.25/£1.40; under 545lb, 5p/£1.25/£1.40; under 550lb, 5p/£1.25/£1.40; under 555lb, 5p/£1.25/£1.40; under 560lb, 5p/£1.25/£1.40; under 565lb, 5p/£1.25/£1.40; under 570lb, 5p/£1.25/£1.40; under 575lb, 5p/£1.25/£1.40; under 580lb, 5p/£1.25/£1.40; under 585lb, 5p/£1.25/£1.40; under 590lb, 5p/£1.25/£1.40; under 595lb, 5p/£1.25/£1.40; under 600lb, 5p/£1.25/£1.40; under 605lb, 5p/£1.25/£1.40; under 610lb, 5p/£1.25/£1.40; under 615lb, 5p/£1.25/£1.40; under 620lb, 5p/£1.25/£1.40; under 625lb, 5p/£1.25/£1.40; under 630lb, 5p/£1.25/£1.40; under 635lb, 5p/£1.25/£1.40; under 640lb, 5p/£1.25/£1.40; under 645lb, 5p/£1.25/£1.40; under 650lb, 5p/£1.25/£1.40; under 655lb, 5p/£1.25/£1.40; under 660lb, 5p/£1.25/£1.40; under 665lb, 5p/£1.25/£1.40; under 670lb, 5p/£1.25/£1.40; under 675lb, 5p/£1.25/£1.40; under 680lb, 5p/£1.25/£1.40; under 685lb, 5p/£1.25/£1.40; under 690lb, 5p/£1.25/£1.40; under 695lb, 5p/£1.25/£1.40; under 700lb, 5p/£1.25/£1.40; under 705lb, 5p/£1.25/£1.40; under 710lb, 5p/£1.25/£1.40; under 715lb, 5p/£1.25/£1.40; under 720lb, 5p/£1.25/£1.40; under 725lb, 5p/£1.25/£1.40; under 730lb, 5p/£1.25/£1.40; under 735lb, 5p/£1.25/£1.40; under 740lb, 5p/£1.25/£1.40; under 745lb, 5p/£1.25/£1.40; under 750lb, 5p/£1.25/£1.40; under 755lb, 5p/£1.25/£1.40; under 760lb, 5p/£1.25/£1.40; under 765lb, 5p/£1.25/£1.40; under 770lb, 5p/£1.25/£1.40; under 775lb, 5p/£1.25/£1.40; under 780lb, 5p/£1.25/£1.40; under 785lb, 5p/£1.25/£1.40; under 790lb, 5p/£1.25/£1.40; under 795lb, 5p/£1.25/£1.40; under 800lb, 5p/£1.25/£1.40; under 805lb, 5p/£1.25/£1.40; under 810lb, 5p/£1.25/£1.40; under 815lb, 5p/£1.25/£1.40; under 820lb, 5p/£1.25/£1.40; under 825lb, 5p/£1.25/£1.40; under 830lb, 5p/£1.25/£1.40; under 835lb, 5p/£1.25/£1.40; under 840lb, 5p/£1.25/£1.40; under 845lb, 5p/£1.25/£1.40; under 850lb, 5p/£1.25/£1.40; under 855lb, 5p/£1.25/£1.40; under 860lb, 5p/£1.25/£1.40; under 865lb, 5p/£1.25/£1.40; under 870lb, 5p/£1.25/£1.40; under 875lb, 5p/£1.25/£1.40; under 880lb, 5p/£1.25/£1.40; under 885lb, 5p/£1.25/£1.40; under 890lb, 5p/£1.25/£1.40; under 895lb, 5p/£1.25/£1.40; under 900lb, 5p/£1.25/£1.40; under 905lb, 5p/£1.25/£1.40; under 910lb, 5p/£1.25/£1.40; under 915lb, 5p/£1.25/£1.40; under 920lb, 5p/£1.25/£1.40; under 925lb, 5p/£1.25/£1.40; under 930lb, 5p/£1.25/£1.40; under 935lb, 5p/£1.25/£1.40; under 940lb, 5p/£1.25/£1.40; under 945lb, 5p/£1.25/£1.40; under 950lb, 5p/£1.25/£1.40; under 955lb, 5p/£1.25/£1.40; under 960lb, 5p/£1.25/£1.40; under 965lb, 5p/£1.25/£1.40; under 970lb, 5p/£1.25/£1.40; under 975lb, 5p/£1.25/£1.40; under 980lb, 5p/£1.25/£1.40; under 985lb, 5p/£1.25/£1.40; under 990lb, 5p/£1.25/£1.40; under 995lb, 5p/£1.25/£1.40; under 1000lb, 5p/£1.25/£1.40; under 1005lb, 5p/£1.25/£1.40; under 1010lb, 5p/£1.25/£1.40; under 1015lb, 5p/£1.25/£1.40; under 1020lb, 5p/£1.25/£1.40; under 1025lb, 5p/£1.25/£1.40; under 1030lb, 5p/£1.25/£1.40; under 1035lb, 5p/£1.25/£1.40; under 1040lb, 5p/£1.25/£1.40; under 1045lb, 5p/£1.25/£1.40; under 1050lb

